

IS ON A LEAVE

Capt. Glass, U. S. N. on the
Way to the States.

COMMANDED THE CHARLESTON

Taking the Ladrones—Fleet and
Army at Manila—America
is Supreme.

(From Saturday's Advertiser.)

Capt. Henry Glass, U. S. N., was a passenger for the States by the S. S. Rio de Janeiro and during his stay in port yesterday renewed many pleasant Honolulu acquaintanceships. Capt. Glass is well known in this port and is a general favorite. He is now off on leave. For a time a couple of months ago, his health was quite bad, but he is now almost entirely recovered and yesterday was looking quite well.

Capt. Glass took the Charleston out to Manila, conveying a portion of the first fleet of United States transports and incidentally raising the American flag at Guam. The Captain talked freely of his experiences and of impressions of the people and the country to the south and east, but was silent when there was trenching into the field of politics. He does not say whether he is an expansionist or an anti-expansionist. He is quite content to suggest that these matters will be looked after satisfactorily in Washington. Capt. Glass is earnest in his praise of the American soldiers and sailors who have been on duty in Manila and says they are the best in the world. Capt. Glass has been in the service a long time and was naturally biased somewhat in favor of the regular, but declares that the volunteers did magnificent work in Manila. The Captain considers Admiral Dewey now one of the great naval heroes.

In speaking of taking the Ladrones, Capt. Glass is inclined to be modest over the affair and to recall only the comical incidents. He says one of the really funny things was the fact that quite without intent he carried away the most popular and probably the most skillful doctor of the place and did not learn of the passenger till it was too late to turn back. The Spanish officials at Guam, of course, had no knowledge of the declaration of war till they were informed by officers sent ashore by Capt. Glass. In accordance with instructions the place was taken possession of without parley, though some of the Spaniards were in for holding a convention of a few weeks to discuss matters.

Capt. Glass says the men of both the fleet and the army at Manila are in excellent health, but speaks of the uneasiness of the several hundred over-time men in the navy. However, relief will reach them so soon as the Buffalo arrives. Capt. Glass said he had no later information of the situation at Iloilo than papers had brought here. He believed that the Americans would have no trouble whatever in taking any place in the group that they were ordered to occupy. Both the Spaniards and the natives have had ample evidence of the fighting abilities and the modern equipment of the forces of the United States and will not be inclined to resist should dispute reach a war appearance. Capt. Glass says that government is well established in the capital and that there can be no trouble in maintaining order in the centers of population. As for the outside districts, a few good police or military officers can see that the laws are enforced. The people in the interior seem to be indifferent about the Government so long as they are unmolested in their occupations and permitted to escape with fair taxes.

In the command of the Charleston Capt. Glass was succeeded by Capt. Whiting, late of the monitor Monitor. When the Charleston was here last spring she had an interesting passenger list and her visit was a marked one. Aboard were Sheridan, Jones, White and one or two other noted correspondents. While the Charleston was in port there was a presentation by Princes David and Cupid on behalf of Queen Dowager Kapiohian of an American flag, with an address. It was the Charleston that brought the remains of the late King Kalakaua from San Francisco.

CABLE FIGHT.

Composition of the Companies in
the Field.

NEW YORK.—A fight is being waged between two corporations to secure Government concessions for cables connecting Hawaii, Guam, the Philippines and Japan.

One corporation is the Pacific Cable Company of New York; the other is the Pacific Cable Company of New Jersey. The New York company is capitalized at \$20,000,000, and its chief stockholders are J. Pierpont Morgan, J. S. Bowdoin, J. Kennedy Todd, James A. Strymer, Edmund L. Baylis, Herman S. Leroy and Charles D. Wetmore.

The active man in the New York company is James Strymer. He is president of two cable companies, which, together, operate 14,000 miles of cables in the West Indies, Central America and Mexico.

The New Jersey corporation is com-

posed of Abram S. Hewitt, Barlow G. Mills, Gen. M. Dodge, Gen. Fred D. Grant, Gen. Wager Swaine, James J. Hill, president of the Great Northern Railroad; E. B. Spaulding of San Francisco, and John H. Browning and Mason W. Tyler, of New Jersey.

Col. E. B. Spaulding is the active man in the New Jersey company.

THE PRICES OF SHIPS.

About twelve months ago shipbuilders (says an English exchange) were prepared to contract for cargo steamers of 5,000 tons capacity on a moderate draft for \$150,000, and many contracts were booked on those terms. At the present time similar contracts command \$185,000, or more, according to date of delivery. A number of the new boats which were contracted for at the low prices ruling about a year ago have recently changed hands at a handsome profit. Such amounts as \$25,000, \$30,000 and \$35,000 have been made on single transactions, and in one case as much as \$17,500 profit has been secured on a 7,000-tonner. Prices are well maintained, and in view of the payable freights obtainable, there is every indication of a further rise in values at no distant date.

ENDED HIS PAIN

Harassing Illness Drove
Henry Wilcox Mad.

Took His Own Life at His Home
on Kauai—Neuralgia and Insomnia the Causes.

(From Saturday's Advertiser.)

Yesterday morning, the steamer Kilauea brought from Hanalei the sad news of the death of Henry Wilcox, brother of Judge Luther Wilcox, of this city. Upon receiving the startling intelligence Judge Wilcox left his home and came into the city, where letters were awaiting him from George Wilcox, of Lihue, and from R. W. T. Purvis. Despondent from illness, Henry Wilcox took his own life. Mr. Wilcox was a sufferer from neuralgia and insomnia. His physicians had warned him that death might come at any moment from apoplexy. Suffering intensely with pain, looking into a future which seemed hopeless, his mind perhaps for the moment weakened and the desire to end it all was carried into action.

Mrs. Wilcox and her sister, Miss Carrie Green, had been to Niumalu, beyond Nawiliwili, and did not return to Hanalei until late last Wednesday afternoon. As Mrs. Wilcox entered the house she expected her husband there to greet her. Not meeting him at the threshold, she passed on into the bedroom. Almost overpowered, sustained only by the comforting presence of her sister, the woman saw on the floor before her, lying in his own blood, the man from whom she had parted but a few hours before—dead. The stained temple and the pistol by his side, told the story. One chamber in the pistol was empty.

A coroner's jury was called and gave a verdict of death by suicide. The physician who examined the body announced that the man had been dead between four and five hours when discovered.

The funeral services, which took place Thursday afternoon at 3 o'clock, the Rev. J. M. Lydgate conducting them, were largely attended and many beautiful floral offerings came from friends of the deceased.

Henry Wilcox was about 40 years of age. Born at Hanalei, Kauai, he, with his brothers, grew up to manhood there. It was in Honolulu he received fundamental education, which he afterwards completed in the States. With a mind well trained, he returned from America and entered upon a business career in Kauai. Mr. Wilcox was a man of splendid business ability, having accumulated at the time of his death wealth estimated at \$80,000. He was a man of force and a leader, having a thorough acquaintance with plantation work, both theoretical and from experience, and up to the time of his death Mr. Wilcox had, though not in name, the direction of Hanalei plantation. As the youngest, Mr. Wilcox was the favorite with his brothers and his death is deeply mourned by them. A sufferer for many years, his death was not unexpected and yet the manner of its coming was a shock painful in the extreme. Besides his brothers and many relatives, the deceased leaves a wife, but no children. Mrs. Wilcox was Miss Mary Green, daughter of the late Port Porter Green and niece of the Rev. H. H. Parker, of this city.

CANAL BILL.

WASHINGTON, Jan. 6.—Senator Gear today gave notice of an amendment he would offer to the Nicaragua canal bill, authorizing the President to purchase right of way for the canal from Costa Rica, Nicaragua and providing for the construction by the Government of the United States. The amendment appropriates \$140,000,000 for both purposes.

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CHICAGO, U. S. A.

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Lord Chas. Bercford to Reach
Here Next Month.

LORD ITCHNER TO WID

Queen to Travel—A Japanese Tariff
and Export Duty—Warship.
The S. S. America.

LORD CHARLES.

YOKOHAMA, Dec. 30.—According to Japanese papers Lord Charles Bercford is expected to arrive at Yokohama about the middle of next month. He will remain in Tokyo and Yokohama till the departure of the America-maru for San Francisco about the 25th prox.

KITCHENER TO WED.

YOKOHAMA, Dec. 31.—A London correspondent announces that Lord Kitchener will presently be related by marriage to Mr. Thomas Ralli to whose granddaughter he is engaged. The lady is Miss Marie Evelyn Moreton, the niece of Lord Dule, and daughter of the Hon. Mrs. Richard Moreton, who is Bedchamber Woman to the Duchess of Albany. Mrs. Moreton was the daughter of Mr. Thomas Ralli. Miss Moreton is 25, is good-looking, and will have a large fortune. Lord Kitchener met her in Egypt.

QUEEN WILL TRAVEL.

LONDON, Dec. 28.—The President of the British Chamber of Commerce at Paris, speaking at a dinner, was able to state that the Queen's visit to Nice had been decided on, proving the existence of better diplomatic relations.

TO BEAT TARIFF.

YOKOHAMA, Dec. 31.—Owing to the coming into force of the new Tariff on and after the 1st of January (says the Nichi Nichi) importers in this country are making strenuous efforts to get in their foreign goods before that date. Nagasaki being the first port of call for vessels coming from Europe, all vessels coming from the continent are delivering goods at that port even though they are consigned to Kobe and Yokohama importers, because then the goods will be exempt from the new Tariff. Probably this is the first time so many vessels assembled at Nagasaki since it was first opened to foreign trade.

EXPORT DUTY.

YOKOHAMA, Dec. 31.—Various opinions have been expressed as to the date when the export duty will be entirely abolished. The Chugai says these rumors were to the effect that the abolition would take place either from the beginning of the new year, the 1st of April, or simultaneously with the coming into force of the new Treaties. It appears (continues our contemporary) that the Government has decided to abolish the duty in question on and after April 1st next.

VLADIVOSTOCK.

NAGASAKI, Dec. 29.—It is reported here that Vladivostok is closed to navigation by frost.

JAPANESE DOCKYARD.

YOKOHAMA, Dec. 31.—As previously reported (says the Chuo) the Mitsubishi people are at present making preparations to construct a ship-building yard in Hyogo. As a first step a sea-frontage to the extent of 28,155 tsubo is to be reclaimed, and an application to that effect has been made to the Governor of Hyogo Prefecture. It is said that the new dockyard when completed will be large enough to build a vessel of over 5,000 tons.

CHINESE REFORMERS.

SHANGHAI, Dec. 29.—It is known that two detectives have arrived in this city from Peking for the purpose of arresting local Reformers and all suspected of adhering to them. The members of the party are consequently on the alert.

ANOTHER BATTLESHIP.

YOKOHAMA, Dec. 31.—The Jiji hears that the Government has ordered a new battleship of over 15,000 tons from Vickers Iron Works of England. The order was given on the 19th inst., and the agreement has been signed.

THE "AMERICA-MARU."

YOKOHAMA, Dec. 26.—The Toyo Kisen Kaisha new steamer America-maru went on her official trial on Dec. 22nd, leaving the harbor in the forenoon and returning in the afternoon. Several of the officials of the company and their friends were on board, among the latter



AFRICA A BATTLE GROUND.

Prophets of a great war in the closing hours of the Nineteenth Century are looking to Africa for their confirmation. With England and France in a belligerent attitude toward each other over the claims of Major Marchand at Fashoda, and General Joubert of "Don Paul" army fighting the hordes of Chief Opu in the Transvaal, the situation is ominous.

being Mr. R. W. Irwin, former Hawaiian Minister, while the experts present comprised Capt. Eford and Mr. Macnab representing Lloyd's. The average speed attained over the six runs of three miles each way was 17.3-4 knots, which is the highest recorded at the trial of a merchant vessel in Toyo Bay, and reflects credit on the builders as well as on Capt. Cope, and Chief Engineer Williams and his able staff. There was little or no vibration; pressure of steam was well maintained; and the ship steered and behaved splendidly. The visitors sat down to an excellent tiffin after the trial runs were brought to a close.

The Waimea Bridge.

Mr. Rowell, Superintendent of Public Works, is now having operations rushed with the new Government bridge across Waimea gulch and stream, this Island. Heavy wooden piers are being built. This is under the foremanship of Mr. McClellan. The bridge is of steel. Fine calculations have been made and it is believed that the bridge will withstand any flood that may come along. There is ample provision for the passage under the bridge of any amount of debris. The crossing for wagons is above the railway bridge. At one time there was a proposal to have the two in one, but nothing came of the suggestion.

"I take pleasure in recommending Chamberlain's Colic, Cholera and Diarrhoea Remedy to all who suffer from pains in the stomach," says Mr. Milt McKinley, editor of the Rawson (Ohio) Herald. "Until I used this remedy it was, at times, impossible for me to be in my office, owing to attacks lasting from one to two days. By taking it as soon as the first symptoms of the attack are felt, I no longer suffer this unpleasant sickness." For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for H. I.

JAPANESE DIET.

Government Party—Various Financial Measures.

(Japan Times, Dec. 23.)

The proceedings of the Diet now seem to be practically all smooth sailing in favor of the Government. On Thursday the bill for increasing the sake tax from 7 yen per koku to 12 yen, and at the same time prohibiting the brewing of sake for private consumption, in order to protect the trade, was passed in the Lower House, in the face of amendments proposed by Mr. Takagi and other Progressives.

With regard to the making good of the deficit of about six million yen, the Liberals and National Unionists are proposing to raise the rate of the tobacco monopoly, besides increasing the taxes on urban land and the Bank of Japan. The matter has already been referred to the consideration of the Government by Messrs. Sassa and Haseba, of the National Unionists, and Messrs. Hoshi and Matsuda, of the Liberals. The Government, however, appears to consider it impossible to obtain the necessary funds by the measure suggested, and therefore it is very probable that charges on telegraphs and railways will be raised in addition to an increase of the rate of tobacco monopoly.

After 15 Years.

The members of Kaunakapili Church desire to acknowledge the generous manner in which their friends have come to their aid, by donating sums of money, which has made it possible for them to pay off the mortgage, that has been on their Church for fifteen years last past.

We desire to thank each one who has assisted us to raise the money as well as all those who have donated the funds for this purpose.

COMMITTEE.

School for Sugar Industry at Brunswick.

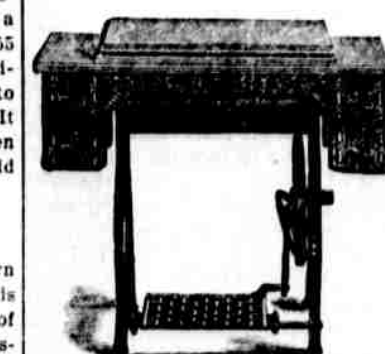
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COMMENCEMENT OF THE COURSES, 1st of March, 1899.

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